

MAY 15 1 39 PM '09

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Dear Mr. Garcia,

I am emphatically opposed to Bills 17 and 18(2009) requesting General Obligation Bonds to fund the rail.

Starting to build rail without completion of the EIS is not reasonable . The completion of the EIS is extremely important as there are very important issues that need to be properly addressed and answered prior to starting this project. Major concerns: 1-visual and auditory impacts; 2-starting centrally instead of in Kapolei; 3-rerouting away from the Federal court on Halekauila and around the Waiawa "banana patch"; 4-grade level versus elevated rail; and 5-concerns about increased tax burdens on our poor residents that are currently the highest taxed residents in the whole country. To reiterate, these are significant issues that are being brought up by the U.S. Environmental Protection Agency, the federal court, Kamehameha Schools and the American Institute of Architects, as well as the Waiawa "banana patch" residents that are being displaced from their home of forty years need to be fully addressed and answered prior to starting this project. The Mayor's lame excuse of the project costing more if we wait is not justifiable.

The recent stoppage of the Super Ferry because it did not complete the EIS is a grim reminder of what can happen to this project if it starts without proper documentation.

Are you willing to stake your reputation on a project that won by a very narrow vote... a vote that was wrongfully influenced by misleading newsprint and radio ads that boldly stated that rail would improve the commute time of drivers into Honolulu and that federal funding of 900 million plus dollars were guaranteed. This misleading information was promoted as true by Honolulu Rail Transit, a brochure that was provided by the City & County of Honolulu as part of the public information program required by the FTA. 500,000 plus residents were exposed to this propaganda for three months prior to the election. Hawaii Reporter investigated the claim that the Mayor was mandated by the Federal Transportation Administration to use public money in promotion of rail. They found out that this was not true; that the FTA did not get involved with local affairs and had no regulations on promotion of rail.

With the anticipated increase in property tax, increase in the state income tax structure, the global recession and now this billion dollar General Obligation Bonds, people are not in the mood to start the largest, most expensive state project of all time. Why are you in favor?

mike uechi